machines in 1886. Perhaps inauspiciously, Samuel Langley's final crewed test flight ended in failure when his aircraft, launched from the top of a houseboat, immediately plummeted into the Potomac River. Just 9 days later, on December 17, 1903, Orville and Wilbur Wright successfully achieved the first flight on the dunes of Kitty Hawk, North Carolina.

During the ensuing decades, Langley Research Center's research and development activities advanced the science of aeronautics from simple propelled-driven aircraft into the jet age.

Their accomplishments are too numerous to mention here, but it is no exaggeration to state that Langley was the nexus from which fundamental technological breakthroughs in propulsion, aerodynamics, materials, aircraft and wing designs propelled our Nation to become the world's preeminent designer and builder of high-performance military and civil aircraft.

In 1958, responding to the launch of Sputnik, Congress passed legislation creating the National Aeronautics and Space Administration, and with it the Langley Research Center's mission was expanded to lead our Nation's earliest efforts in manned space flight.

Many of the initial planning, design, test, and development activities related to Mercury, Gemini, and Apollo were conducted at Langley. Langley was the first of 10 research centers that now comprise NASA, and a number of highly talented engineers and scientists who began their careers at Langley eventually helped establish the other NASA centers.

Langley's role in space continues to this day, contributing its talents to testing the design of the new Ares One Launch Vehicle and the design testing of the Orion Launch Abort System. The Langley Research Center is home to 3,600 civil service and contractor employees, and it houses several of the world's most advanced wind tunnels and aeronautics laboratories.

Mr. Speaker, Langley's record of achievements in aeronautics and aerospace research is without comparison; and it is a testament to the creativity, dedication, hard work, and technical excellence of the men and women who contributed their talents to the agency's mission.

But as a word of caution, it bears mentioning that U.S. aeronautics research and testing programs are declining, no matter that countries in Europe and elsewhere are investing heavily in aeronautics research. The health of the U.S. aviation industry depends upon aeronautics research and development, especially long-term research that private industry cannot perform itself, in order to compete in the world market. NASA is the only Federal agency that supports research on civilian aircraft. Their researchers are working to make our planes and our skies safer, and Mrs. Davis believed that this is a worthwhile investment of taxpayers' money.

I am pleased to join with my colleagues to commemorate the Langley Research Center on its anniversary, and I urge members to support this resolution.

Mr. Speaker, I reserve the balance of my time.

Mr. LAMPSON. Mr. Speaker, I reserve the balance of my time.

Mr. FEENEY. Mr. Speaker, I would like to yield 4 minutes to the gentleman from Virginia (Mr. GOODLATTE).

Mr. GOODLATTE. I thank the gentleman from Florida for yielding, and I rise today to commend the National Aeronautics and Space Administration Langley Research Center on its 90th anniversary, and, in doing so, express my respect for the resolution's sponsor, Representative Jo Ann Davis.

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Congresswoman Davis worked tirelessly to fight for the constituents of the First District of Virginia. This resolution was the last measure that she introduced in this body before she passed on just 10 days ago on October 6. I see it as only fitting that we pass it in a timely manner to honor this research center and our late colleague.

Since its inception as the Langley Memorial Aeronautical Laboratory in 1917, the focus of research at this facility has significantly changed, yet this research center remains on the forefront of scientific advances. These advances not only benefit the larger scientific community but have also played a crucial role in our national security and daily lives.

The men and women of the Langley Research Center have made countless contributions to the scientific community and our aeronautic and space programs in particular. From its crucial role in advancing flight as early as the First World War to the training for operation of the lunar module of the Apollo program, which subsequently transported the first and only human life to the surface of the Moon, this facility has been responsible for numerous scientific breakthroughs for an astonishing 9 decades.

Aeronautics played a critical role in the First and Second World Wars, providing our military with a strategic advantage that contributed to our victories in these two major global struggles. Subsequent advances in this field and the field of aeronautics provided the United States with the ability to achieve superiority in space exploration. These efforts have been crucial to our national defense and continue to play a major role in combating terrorism.

The Langley Research Center is also responsible for sending the first orbiters and landers to the planet Mars through the Viking program, and is also currently engaged in development of the next generation of spacecraft essential to maintaining our leading role in space exploration.

I urge my colleagues to join me in commending this facility's contributions to the scientific world and the security of our country, and in doing so, honor our late colleague, Congresswoman Jo Ann Davis.

Mr. FEENEY. Mr. Speaker, I have no further speakers, and would yield back the balance of my time.

Mr. LAMPSON. Mr. Speaker, I think that the NASA Langley is a real jewel for advancement of science and engineering in the United States of America, and I think it's fitting that we recognize this anniversary, their 90th, and at the same time, honor our colleague Jo Ann Davis for the hard work that she did, the great work that she did in the United States House of Representatives.

I encourage my colleagues to support this legislation.

Mr. UDALL of Colorado. Mr. Speaker, I rise in strong support of Concurrent Resolution 222, because I believe NASA's Langley Research Center to be a national treasure. With this resolution we are acknowledging nine decades of outstanding technological achievement.

However, before I continue, I must note with sadness that the driving force behind this resolution, Ms. Jo Ann Davis, is no longer with us. In addition to all of the other important causes and issues for which she was such an articulate spokeswoman, she was an ardent champion of the importance of NASA's aeronautics R&D programs. I shall miss her as we all will, and I am sorry that this is the last time that I will be able to have the opportunity to speak in support of one of her initiatives.

One of the strengths of the Langley Research Center over the past nine decades has been that while Langley researchers are experts in scientific theory, they are able to work with many others throughout the aerospace community. They aren't an isolated research lab, but instead have always worked shoulder-to-shoulder with industry and with dynamic people at other government agencies, including DOD. In short, the researchers at Langley are problem solvers.

Step into the Air and Space museum and with the first glance one grasps how rapidly aeronautics has developed. The X–1, the first manned aircraft to break the sound barrier, was designed by Langley staff. Nearby are biplanes from the First World War. The separation in time is just thirty years, but what a difference!

The folks at Langley played a large role in that transformation, and in further advances in aeronautics and in space exploration, with the latter spanning their work on Mercury, Gemini, the Lunar Orbiter, Apollo, Viking, the Space Shuttle, and Space Station programs. They have been a critical enabler of our modern air transportation system.

Last year, U.S. air passengers exceeded 750 million. To handle even busier skies, the Next Generation Air Traffic Control System (NextGen) is being devised. NASA Langley plays an important role in that effort.

For example, to test advanced concepts of aircraft self-separation, Langley conducted air-traffic-management research in its Air Traffic Operations Lab, in partnership with NASA Ames Research Center, Boeing, MITRE Corp. and United Parcel Service.